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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:

John M. Tiesler, et al.



Serial No.: 10/710,897

Group Art Unit: 2833

Filed: August 11, 2004

Examiner: Figueroa, Felix O.

Title: MODULAR BIN POWERSTRIP ASSEMBLY FOR A VEHICLE

Atty. Docket No.: 04966 (LC 0163 PUS)

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APPEAL BRIEF

This Appeal Brief is being submitted pursuant to the Notice of Appeal of the Final Rejection filed March 3, 2008. Please charge any underpayment of the fee to Deposit Account No. 04-1061.

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**(I) REAL PART IN INTEREST**

The real party in interest in this matter is Lear Corporation, Southfield, Michigan (hereinafter "Lear"), and is the assignee of the present invention and application.

**(II) RELATED APPEALS AND INTERFERENCES**

There are no other known appeals or interferences, which will directly affect or be directly affected by or have a bearing on the Board's decision in the pending appeal.

**(III) STATUS OF THE CLAIMS**

Claims 1,2, 6-12, 14, 16-18 and 21-24 are currently pending and stand under final rejection, from which this appeal is taken.

Claims 3-, 13, 15, and 19-20 have been cancelled.

Claims 1,2, 6-12, 14, 16-18 and 21-24 are the subject matter of this appeal.

**(IV) STATUS OF AMENDMENTS**

The amendments filed post-final on December 3, 2007 have been entered by the Examiner in the Advisory Action dated December 27, 2007.

**(V) SUMMARY OF CLAIMED SUBJECT MATTER**

Referring initially to Figures 1-8 and paragraphs [0023-0042], the invention is directed to a vehicle overhead module powerstrip assembly 20 [0027] comprised of an overhead attachment strip 40 [0029] Figure 8 coupled to a vehicle overhead structure 28 [0029](Figure 3). The attachment strip 40 includes a T-shaped main center member 52 [0031] (Figure 8) having a T-body 53 [0033] and a T-cap 55 [0033] (Fig 8). An electrically conductive strip 60 [0031] is coupled to the attachment strip 40 and comprises a power strip 57 [0033] positioned on the T-body 53 and a ground strip 64 [0033] (Fig. 7) positioned on the T-cap 55. The invention further

includes a plurality of modular connectors 48 [0034] each of which comprise a plurality of electrical contacts 46 [0034] having a plurality of attachment positions along the electrically conductive strip 60. The modular connectors 48 [0034] (Fig 8) are removable from the electrically conductive strip 60 [0034], are interchangeable in position, and are configured to couple the overhead electronic module 16 [0028] (Fig 2) to the electronically conductive strip 60 [0031]. A flange 54 [0030-31] covers at least a portion of the electrically conductive strip 60 [0031] (Fig 8), is flexible and flexes outward [0031] when the plurality of modular connectors 48 are removed to at least partially cover and prevent access to the conductive strip 60 (Fig 7).

Claim 1 positively recites a vehicle overhead module powerstrip assembly 20 [0027] comprised of an overhead attachment strip 40 [0029] Figure 8 coupled to a vehicle overhead structure 28 [0029](Figure 3). The attachment strip 40 includes a T-shaped main center member 52 [0031] (Figure 8) having a T-body 53 [0033] and a T-cap 55 [0033] (Fig 8). An electrically conductive strip 60 [0031] is coupled to the attachment strip 40 and comprises a power strip 57 [0033] positioned on the T-body 53 and a ground strip 64 [0033] (Fig. 7) positioned on the T-cap 55. The invention further includes a plurality of modular connectors 48 [0034] each of which comprise a plurality of electrical contacts 46 [0034] having a plurality of attachment positions along the electrically conductive strip 60. The modular connectors 48 [0034] (Fig 8) are removable from the electrically conductive strip 60 [0034], are interchangeable in position, and are configured to couple the overhead electronic module 16 [0028] (Fig 2) to the electronically conductive strip 60 [0031]. A flange 54 [0030-31] covers at least a portion of the electrically conductive strip 60 [0031] (Fig 8), is flexible and flexes outward [0031] when the plurality of modular connectors 48 are removed to at least partially cover and prevent access to the conductive strip 60 (Fig 7).

Claim 16 positively recites a vehicle overhead console 10 [0027] comprising at least one track 22 [0027] and a plurality of overhead console modules 48 [0034] transitional and position interchangeable along the track 22. It further recites a vehicle overhead module powerstrip assembly 20 [0027] comprised of an overhead attachment strip 40 [0029] Figure 8 coupled to a vehicle overhead structure 28 [0029](Figure 3). The attachment strip 40 includes a T-shaped main center member 52 [0031] (Figure 8) having a T-body 53 [0033] and a T-cap 55 [0033] (Fig 8). An electrically conductive strip 60 [0031] is coupled to the attachment strip 40 and comprises a power strip 57 [0033] positioned on the T-body 53 and a ground strip 64 [0033] (Fig. 7) positioned on the T-cap 55. The invention further includes a plurality of modular connectors 48 [0034] each of which comprise a plurality of electrical contacts 46 [0034] having a plurality of attachment positions along the electrically conductive strip 60. The modular connectors 48 [0034] (Fig 8) are removable from the electrically conductive strip 60 [0034], are interchangeable in position, and are configured to couple the overhead electronic module 16 [0028] (Fig 2) to the electronically conductive strip 60 [0031]. A flange 54 [0030-31] covers at least a portion of the electrically conductive strip 60 [0031] (Fig 8), is flexible and flexes outward [0031] when the plurality of modular connectors 48 are removed to at least partially cover and prevent access to the conductive strip 60 (Fig 7).

Claim 24 positively recites a vehicle overhead console 10 [0027] comprising at least one track 22 [0027] and a vehicle overhead console powerstrip assembly 20 [0027] comprised of an overhead attachment strip 40 [0029] Figure 8 coupled to a vehicle overhead structure 28 [0029](Figure 3). The attachment strip 40 includes a T-shaped main center member 52 [0031] (Figure 8) having a T-body 53 [0033] and a T-cap 55 [0033] (Fig 8). An electrically conductive strip 60 [0031] is coupled to the attachment strip 40 and comprises a power strip 57 [0033]

positioned on the T-body 53 and a ground strip 64 [0033] (Fig. 7) positioned on the T-cap 55. The invention further includes a plurality of modular connectors 48 [0034] each of which comprise a plurality of electrical contacts 46 [0034] having a plurality of attachment positions along the electrically conductive strip 60. The modular connectors 48 [0034] (Fig 8) are removable from the electrically conductive strip 60 [0034], are interchangeable in position, and are configured to couple the overhead electronic module 16 [0028] (Fig 2) to the electronically conductive strip 60 [0031]. A flange 54 [0030-31] covers at least a portion of the electrically conductive strip 60 [0031] (Fig 8), is flexible and flexes outward [0031] when the plurality of modular connectors 48 are removed to at least partially cover and prevent access to the conductive strip 60 (Fig 7).

#### **(VI) GROUNDS OF REJECTION TO BE REVIEWED ON APPEAL**

The following issues are presented in this appeal, which correspond directly to the Examiner's final grounds for rejection in the final Office Action dated November 16, 2007:

A. Whether claims 1-3, 6, 7, 9-12, 14, 16-18, 23 and 24 are patentable under 35 U.S.C. §103(a) over U.S. patent US 5,599,068 to Dutta. (hereinafter, '068) in view of U.S. patent 6,854,988 to Marmaropoulos. (hereinafter, '988).

B. Whether claims 8, 21 and 22 are patentable under 35 USC 103(a) over Dutta in view of US patent US 5,575,528 to Tiesler et al. (hereinafter '528) and Marmaropoulos.

#### **(VII) ARGUMENT**

The Applicant respectfully requests this Board's reconsideration of the present invention. The configuration of T-shaped main center member 52 [0031] (Fig 8) housing a power strip 57 [0033] on the protected inside, a ground strip 64 [0033] on the exposed outside, and a flexible cover (flange) 54 [0030-31] that protects the power strip 57 when the removable modules 48 are

removed is (in combination with the additional claim limitations) a unique and novel structure. The flanges 54 allows such modules 48 to be simply and easily installed and removed by retaining connections and mounting through pressure on the electrical contacts trapped against the t-shaped main center member 52. Furthermore, the ground strip 64 positioning allows the ground contact to be used with spring characteristics such that sliding of the modules 48 is further enabled.

**35 U.S.C. §103(a) Dutta in view of Marmaropoulos**

**Claim 1**

Claim 1 was rejected under 35 USC 103(a) by Dutta in view of Marmaropoulos. The Applicant respectfully requests the Board to overturn this rejection. None of the cited references, either alone or in combination teach or recite the claimed limitations of the present invention. The configuration of T-shaped main center member 52 [0031] (Fig 8) housing a power strip 57 [0033] on the protected inside, a ground strip 64 [0033] on the exposed outside, and a flexible cover (flange) 54 [0030-31] that protects the power strip 57 when the removable modules 48 are removed is (in combination with the additional claim limitations) a unique and novel structure. The flanges 54 allows such modules 48 to be simply and easily installed and removed by retaining connections and mounting through pressure on the electrical contacts trapped against the t-shaped main center member 52. Furthermore, the ground strip 64 positioning allows the ground contact to be used with spring characteristics such that sliding of the modules 48 is further enabled.

The Applicant notes that the specification clearly defines the body 53 and cap 55 of the T-shaped main center member 52 [0033]. The citation to Marmaropoulos is in error as it fails to teach mounting of the ground on the T-cap 55 as claimed by the present invention. Rather,

Marmaropoulos teaches no electrical connections mounted on the T-cap 55. Furthermore, the T-shaped member in Marmaropolus is not part of the attachment strip 40 coupled to the vehicle overhead structure 28 as claimed by the present invention. Rather, the T-shaped member 10 in Marmaropoulos is a portion of the mounted electrical device 210 and therefore its removal leaves all of the electrical connections 110, 115, 150 exposed upon its removal. Neither the Dutta reference nor the Marmaropoulos reference teaches the unique combination of T-shaped overhead attachment strip 40, with power strip 57 [0033] on the T-body 53 [0033], Ground 64 [0033] (Figure 7) on the T-cap 55 [0033] (Fig 8), and protective flanges 54 [0030-31] to cover the T-body 53 [0033] as claimed by the present invention. Neither reference teaches these limitations and therefore the rejection should be reversed. Therefore the Applicant respectfully submits that the rejection is improper and should be reversed by this Board.

### **Claim 2**

The rejection of claim 2 should be reversed at least for the foregoing arguments applied to independent claim 1. Furthermore, not only is the T-member illustrated in Marmaropoulos not part of the attachment strip as defined and claimed by the present invention, it is not in the form of a single extruded component [0030] as further limited by claim 2. Therefore the Board is requested to reverse this rejection.

Claims 6-8, 11 and 12

The Applicant believes that these claims are at least allowable for the arguments set forth in claim 1, but are allowed to rise or fall dependent on the allowability of claim 1.

### **Claim 9**

The rejection of claim 9 should be reversed at least for the foregoing arguments applied to independent claim 1. Furthermore, however, it should be noted that the spring elements shown in

Figures 1 and 2 of Marmaropoulos do not teach the claimed limitations of claim 9. Claim 9 clearly sets forth a ground contact 77 [0035] formed as a part of the removable modular connector 48 having spring characteristics such that it is in compression with the ground strip 64 [0033] of the electrically conductive strip 60 [31]. This is not taught by Dutta or Marmaropoulos. The Applicant therefore requests the Board's reversal of this rejection.

#### **Claim 10**

The rejection of claim 10 should be reversed at least for the foregoing arguments applied to independent claim 1. In addition, both Dutta and Marmaropoulos teach only a single channel formed in the attachment strip connected to the vehicle overhead structure. The present claim, however, recites a plurality of channels 72 [0034] which is again emphasized by the fact that neither Dutta nor Marmaropoulos teach a t-shaped mounting structure attached to the vehicle overhead structure as claimed. Both references teach only a single track with differing engagement elements within the single track. This does not teach the underlying limitations of the present claim and the Board is requested to reverse the rejection.

#### **Claim 14**

The rejection of claim 14 should be reversed at least for the foregoing arguments applied to independent claim 1. In addition, neither Dutta nor Marmaropoulos teach the claimed insulator 86 [0038] (Figure 6) separating the contacts 46 and comprising a plurality of attachment holes 98 [0041] for attaching the insulator 86 to the overhead electronic module 20. The Board is therefore requested to overturn this rejection.

#### **Claim 16.**

Claim 16 was rejected under 35 USC 103(a) by Dutta in view of Marmaropoulos. The Applicant respectfully requests the Board to overturn this rejection. None of the cited references,



either alone or in combination teach or recite the claimed limitations of the present invention. Significantly, claim 16 recites a track 22 [0027] and a plurality of overhead console modules 48 [0034] transitional and position interchangeable along the track 22. This multiple module interchangeability is not taught or suggested in either reference. Furthermore, the present invention further claims the configuration of T-shaped main center member 52 [0031] (Fig 8) housing a power strip 57 [0033] on the protected inside, a ground strip 64 [0033] on the exposed outside, and a flexible cover (flange) 54 [0030-31] that protects the power strip 57 when the removable modules 48 are removed is (in combination with the additional claim limitations) a unique and novel structure. The flanges 54 allows such modules 48 to be simply and easily installed and removed by retaining connections and mounting through pressure on the electrical contacts trapped against the t-shaped main center member 52. Furthermore, the ground strip 64 positioning allows the ground contact to be used with spring characteristics such that sliding of the modules 48 is further enabled.

The Applicant notes that the specification clearly defines the body 53 and cap 55 of the T-shaped main center member 52 [0033]. The citation to Marmaropoulos is in error as it fails to teach mounting of the ground on the T-cap 55 as claimed by the present invention. Rather, Marmaropoulos teaches no electrical connections mounted on the T-cap 55. Furthermore, the T-shaped member in Marmaropolus is not part of the attachment strip 40 coupled to the vehicle overhead structure 28 as claimed by the present invention. Rather, the T-shaped member 10 in Marmaropoulos is a portion of the mounted electrical device 210 and therefore its removal leaves all of the electrical connections 110, 115, 150 exposed upon its removal. Neither the Dutta reverence not the Marmaropoulos reference teaches the unique combination of T-shaped overhead attachment strip 40, with power strip 57 [0033] on the T-body 53 [0033], Ground 64

[0033] (Figure 7) on the T-cap 55 [0033] (Fig 8), and protective flanges 54 [0030-31] to cover the T-body 53 [0033] as claimed by the present invention. Neither reference teaches these limitations and therefore the rejection should be reversed. Therefore the Applicant respectfully submits that the rejection is improper and should be reversed by this Board.

**Claims 17, 18, 23**

The rejection of claims 17, 18 and 23 should be reversed at least for the foregoing arguments applied to independent claim 1. However, the Applicant is willing to let these claims rise and fall dependent on the allowability of their underlying base claim.

**Claim 24**

Claim 24 was rejected under 35 USC 103(a) by Dutta in view of Marmaropoulos.

The Applicant respectfully requests the Board to overturn this rejection. None of the cited references, either alone or in combination teach or recite the claimed limitations of the present invention. Significantly, claim 25 recites a vehicle overhead console 10 [0027] including a track 22 [0027] having a console module powerstrip assembly 20 [0027] coupled thereto. Furthermore, the present invention further claims the configuration of an attachment strip 40 [0029] comprised of a T-shaped main center member 52 [0031] (Fig 8) housing a power strip 57 [0033] on the protected inside, a ground strip 64 [0033] on the exposed outside, and a flexible cover (flange) 54 [0030-31] that protects the power strip 57 when the removable modules 48 are removed is (in combination with the additional claim limitations) a unique and novel structure. The flanges 54 allows such modules 48 to be simply and easily installed and removed by retaining connections and mounting through pressure on the electrical contacts trapped against the t-shaped main center member 52. Furthermore, the ground strip 64 positioning allows the

ground contact to be used with spring characteristics such that sliding of the modules 48 is further enabled.

The Applicant notes that the specification clearly defines the body 53 and cap 55 of the T-shaped main center member 52 [0033]. The citation to Marmaropoulos is in error as it fails to teach mounting of the ground on the T-cap 55 as claimed by the present invention. Rather, Marmaropoulos teaches no electrical connections mounted on the T-cap 55. Furthermore, the T-shaped member in Marmaropolus is not part of the attachment strip 40 coupled to the vehicle overhead structure 28 as claimed by the present invention. Rather, the T-shaped member 10 in Marmaropoulos is a portion of the mounted electrical device 210 and therefore its removal leaves all of the electrical connections 110, 115, 150 exposed upon its removal. Neither the Dutta reference nor the Marmaropoulos reference teaches the unique combination of T-shaped overhead attachment strip 40, with power strip 57 [0033] on the T-body 53 [0033], Ground 64 [0033] (Figure 7) on the T-cap 55 [0033] (Fig 8), and protective flanges 54 [0030-31] to cover the T-body 53 [0033] as claimed by the present invention. Neither reference teaches these limitations and therefore the rejection should be reversed. Therefore the Applicant respectfully submits that the rejection is improper and should be reversed by this Board.

**35 U.S.C. §103(a) Dutta in view of Marmaropoulos in view of Tiesler**

**Claims 8, 21, 23**

The Examiner rejected claims 8, 21, 23 as unpatentable over Dutta in view of Marmaropoulos in view of Tiesler. The Applicant respectfully requests the Board to overturn this rejection. None of the cited references, either alone or in combination teach or recite the claimed limitations of the present invention. The configuration of T-shaped main center member 52 [0031] (Fig 8) housing a power strip 57 [0033] on the protected inside, a ground strip 64 [0033] on the exposed outside, and a flexible cover (flange) 54 [0030-31] that protects the power

strip 57 when the removable modules 48 are removed is (in combination with the additional claim limitations) a unique and novel structure. The flanges 54 allows such modules 48 to be simply and easily installed and removed by retaining connections and mounting through pressure on the electrical contacts trapped against the t-shaped main center member 52. Furthermore, the ground strip 64 positioning allows the ground contact to be used with spring characteristics such that sliding of the modules 48 is further enabled.

The Applicant notes that the specification clearly defines the body 53 and cap 55 of the T-shaped main center member 52 [0033]. The citation to Marmaropoulos is in error as it fails to teach mounting of the ground on the T-cap 55 as claimed by the present invention. Rather, Marmaropoulos teaches no electrical connections mounted on the T-cap 55. Furthermore, the T-shaped member in Marmaropolus is not part of the attachment strip 40 coupled to the vehicle overhead structure 28 as claimed by the present invention. Rather, the T-shaped member 10 in Marmaropoulos is a portion of the mounted electrical device 210 and therefore its removal leaves all of the electrical connections 110, 115, 150 exposed upon its removal. Neither the Dutta reference nor the Marmaropoulos reference teaches the unique combination of T-shaped overhead attachment strip 40, with power strip 57 [0033] on the T-body 53 [0033], Ground 64 [0033] (Figure 7) on the T-cap 55 [0033] (Fig 8), and protective flanges 54 [0030-31] to cover the T-body 53 [0033] as claimed by the present invention. Neither reference teaches these limitations and therefore the rejection should be reversed. Therefore the Applicant respectfully submits that the rejection is improper and should be reversed by this Board.

The Applicant is willing, however, to allow these claims to rise and fall dependent on the allowability of their underlying independent claim.

It is respectfully asserted that the claims as currently pending are in condition for allowance and that a Formal Notice of Allowance be issued therefor.

**(VIII) CLAIMS APPENDIX**

See Exhibit A.

**(IX) EVIDENCE APPENDIX**

None

**(X) RELATED PROCEEDINGS APPENDIX**

None

**(XI) CITED REFERENCES APPENDIX**

Dutta (Exhibit B)  
Marmaropoulos (Exhibit C)  
Tiesler (Exhibit D)

**(XII) CONCLUSION**

For the reasons advanced above, Appellants respectfully contend that each claim is patentable. Therefore reversal of the rejections of the pending claims, and Notice of Allowance thereof are requested.

Respectfully submitted,



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Thomas E. Donohue, Reg. No. 44,660  
Dickinson Wright PLLC  
38525 Woodward Avenue, Suite 2000  
Bloomfield Hills, MI 48304-5092  
(248) 433-7221

Dated: May 6, 2008



## EVIDENCE APPENDIX

No submitted or related evidence.

**RELATED PROCEEDINGS APPENDIX**

No related proceedings

**(XI) CITED REFERENCES APPENDIX**

Dutta (Exhibit B)

Marmaropolous (Exhibit C)

Tiesler (Exhibit D)



**EXHBIT A****CLAIMS APPENDIX**

1. (Rejected/Appealed) A vehicle overhead module powerstrip assembly comprising:

at least one overhead attachment strip configured to couple to a vehicle overhead structure, said at least one overhead attachment strip including a T-shaped main center member having a T-body and a T-cap;

at least one electrically conductive strip coupled to said at least one attachment strip, said at least one electrically conductive strip comprising a power strip positioned on said T-body and a ground strip positioned on said T-cap;

a plurality of modular connectors each of which comprising a plurality of electrical contacts having a plurality of attachment positions along said at least one electrically conductive strip, said plurality of modular connectors removable from said at least one electrically conductive strip, position interchangeable with each other, and configured to couple at least one overhead electronic module to said at least one electrically conductive strip;

at least one flange that covers at least a portion of said at least one electrically conductive strip, said at least one flange is flexible and flexes outward when said plurality of modular connectors are removed to at least partially cover and prevent access to said at least one conductive strip.

2. (Rejected/Appealed) An assembly as in claim 1 wherein said at least one attachment strip is in the form of a single extruded component.

3. (Cancelled)

4. (Cancelled)

5. (Cancelled)

6. (Rejected/Appealed) An assembly as in claim 3 wherein said at least one flange applies pressure on one of said plurality of modular connectors to maintain electrical contact between said at least one electrically conductive strip and said one of said plurality of modular connector.

7. (Rejected/Appealed) An assembly as in claim 1 wherein said at least one electrically conductive strip comprise:

- a positively charged electrically conductive strip; and
- a negatively charged electrically conductive strip.

8. (Rejected/Appealed) An assembly as in claim 1 wherein said at least one electrically conductive strip extend in a fore and aft direction along a longitudinal centerline of a vehicle.

9. (Rejected/Appealed) An assembly as in claim 1 wherein said plurality of electrical contacts comprises a ground contact, having spring characteristics, such that it is in compression when in contact with said ground strip of said at least one electrically conductive strip.

10. (Rejected/Appealed) An assembly as in claim 1 wherein said at least one overhead attachment strip comprises a plurality of channels, at least a portion of said plurality of electrical contacts extend into said plurality of channels and are in contact with said at least one electrically conductive strip therein.

11. (Rejected/Appealed) An assembly as in claim 1 wherein said plurality of electrical contacts comprise:

- a first power contact; and
- a second power contact having a physical spreading resistance relative to said first power contact to maintain electrical contact with said at least one electrically conductive strip.

12. (Rejected/Appealed) An assembly as in claim 1 wherein said plurality of electrical contacts are slidable along said at least one electrically conductive strip.

13. (Cancelled)

14. (Rejected/Appealed) An assembly as in claim 1 wherein said at least one modular connector comprises at least one insulator separating said plurality of electrical contacts, said at least one insulator comprises a plurality of module attachment holes for attaching said at least one insulator to said overhead electronic module.

15. (Cancelled)

16. (Rejected/Appealed) A vehicle overhead console comprising:  
at least one track;

a plurality of overhead console modules transitional and position interchangeable along said at least one track; and

at least one vehicle overhead module powerstrip assembly comprising;

at least one overhead attachment strip configured to couple to a vehicle overhead structure, said at least one overhead attachment strip including a T-shaped main center member having a T-body and a T-cap;

at least one electrically conductive strip coupled to said at least one attachment strip, said at least one electrically conductive strip comprising a power strip positioned on said T-body and a ground strip positioned on said T-cap;

a plurality of removable and modular connectors coupled to said plurality of overhead modules and comprising a plurality of electrical contacts having a plurality of attachment positions along said at least one electrically conductive strip, said plurality of- removable and modular connectors configured to couple and allow separation of said plurality of overhead electronic modules to and from said at least one electrically conductive strip;

at least one flange that covers at least a portion of said at least one electrically conductive strip, said at least one flange is flexible and flexes outward when said plurality of modular connectors are removed to at least partially cover and prevent access to said at least one conductive strip.

17. (Rejected/Appealed) A console as in claim 16 wherein said at least one overhead attachment strip is coupled to said at least one track via at least one fastening device.

18. (Rejected/Appealed) A console as in claim 16 wherein said at least one electronic module has an infinite number of module positions relative to said track and receives power from said at least one electrically conductive strip in each of said module positions.

19-20. (Cancelled)

21. (Rejected/Appealed) An assembly as in claim 1 wherein said overhead electronic module is a non-illumination providing module.

22. (Rejected/Appealed) An assembly as in claim 1 wherein said overhead electronic module is selected from at least one of a garage door opener module, an audio module, a video module, an HVAC module, and a display module.

23. (Rejected/Appealed) A console as in claim 16 wherein said plurality of overhead modules comprise a plurality of electronic modules.

24. (Rejected/Appealed) A vehicle overhead console comprising:  
at least one track;  
at least one vehicle overhead console module powerstrip assembly coupled to said at least one track and comprising;

at least one overhead attachment strip configured to couple to a vehicle overhead structure, said at least one overhead attachment strip including a t-shaped main center member having a T-body and a T-cap; and

at least one electrically conductive strip coupled to said at least one attachment strip, said at least one electrically conductive strip comprising a power strip positioned on said T-body and a ground strip positioned on said T-cap;

a plurality of overhead modules transitional, removable, and position interchangeable along said at least one track and comprising at least one modular connector having at least one electrical contact for coupling to said at least one electrically conductive strip;

at least one flange that covers at least a portion of said at least one electrically conductive strip, said at least one flange is flexible and flexes outward when said plurality of modular connectors are removed to at least partially cover and prevent access to said at least one conductive strip.